2002

WORLD OF OUTLAWS® SPRINT CARS

PENNZOIL WORLD OF OUTLAWS SERIES

Get Your Dirt On!

EVERYONE

E

CONTENT RATED BY ESRB

DEVELOPED BY RATBAG®

INFOGRAMES

WARNING: READ BEFORE USING YOUR PLAYSTATION®2 COMPUTER ENTERTAINMENT SYSTEM.

A very small percentage of individuals may experience epileptic seizures when exposed to certain light patterns or flashing lights. Exposure to certain patterns or backgrounds on a television screen or while playing video games, including games played on the PlayStation 2 console, may induce an epileptic seizure in these individuals. Certain conditions may induce previously undetected epileptic symptoms even in persons who have no history of prior seizures or epilepsy. If you, or anyone in your family, has an epileptic condition, consult your physician prior to playing. If you experience any of the following symptoms while playing a video game – dizziness, altered vision, eye or muscle twitches, loss of awareness, disorientation, any involuntary movement, or convulsions – IMMEDIATELY discontinue use and consult your physician before resuming play.

WARNING TO OWNERS OF PROJECTION TELEVISIONS:

Do not connect your PlayStation 2 console to a projection TV without first consulting the user manual for your projection TV, unless it is of the LCD type. Otherwise, it may permanently damage your TV screen.

USE OF UNAUTHORIZED PRODUCT:

The use of software or peripherals not authorized by Sony Computer Entertainment America may damage your console and/or invalidate your warranty. Only official or licensed peripherals should be used in the controller ports or memory card slots.

HANDLING YOUR PLAYSTATION 2 FORMAT DISC:

- This disc is intended for use only with PlayStation 2 consoles with the NTSC U/C designation.
- Do not bend it, crush it or submerge it in liquids.
- Do not leave it in direct sunlight or near a radiator or other source of heat.
- Be sure to take an occasional rest break during extended play.
- Keep this compact disc clean. Always hold the disc by the edges and keep it in its protective case when not in use. Clean the disc with a lint-free, soft, dry cloth, wiping in straight lines from center to outer edge.

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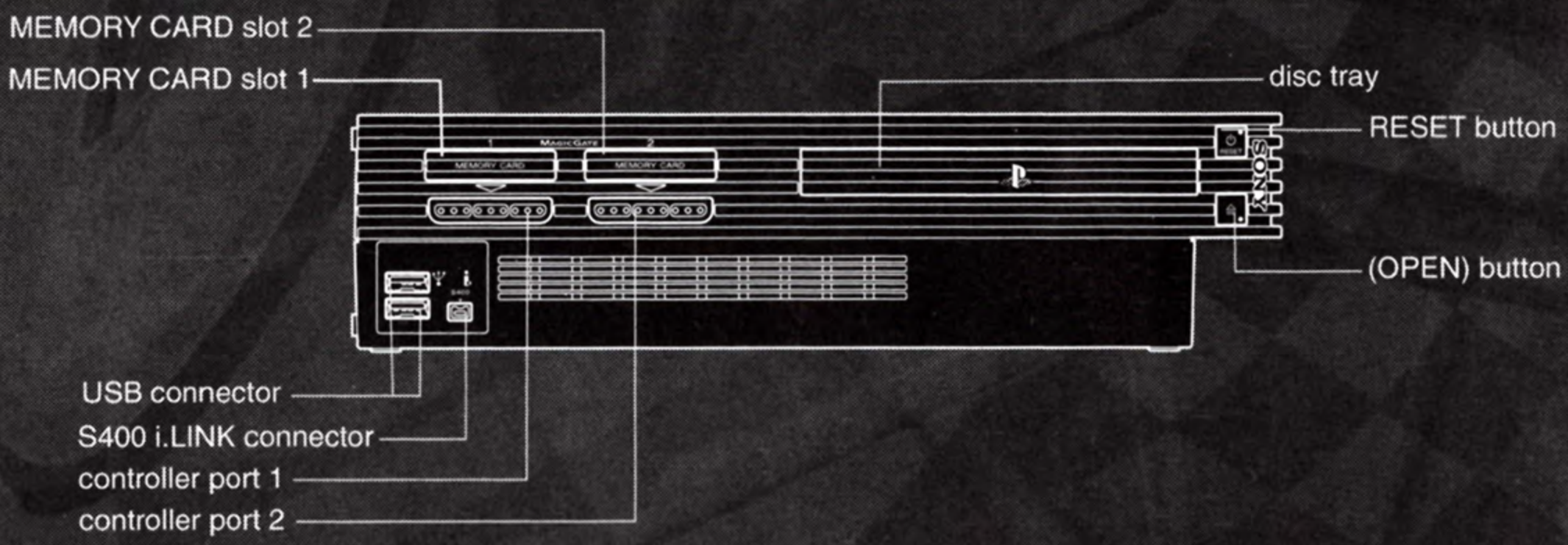
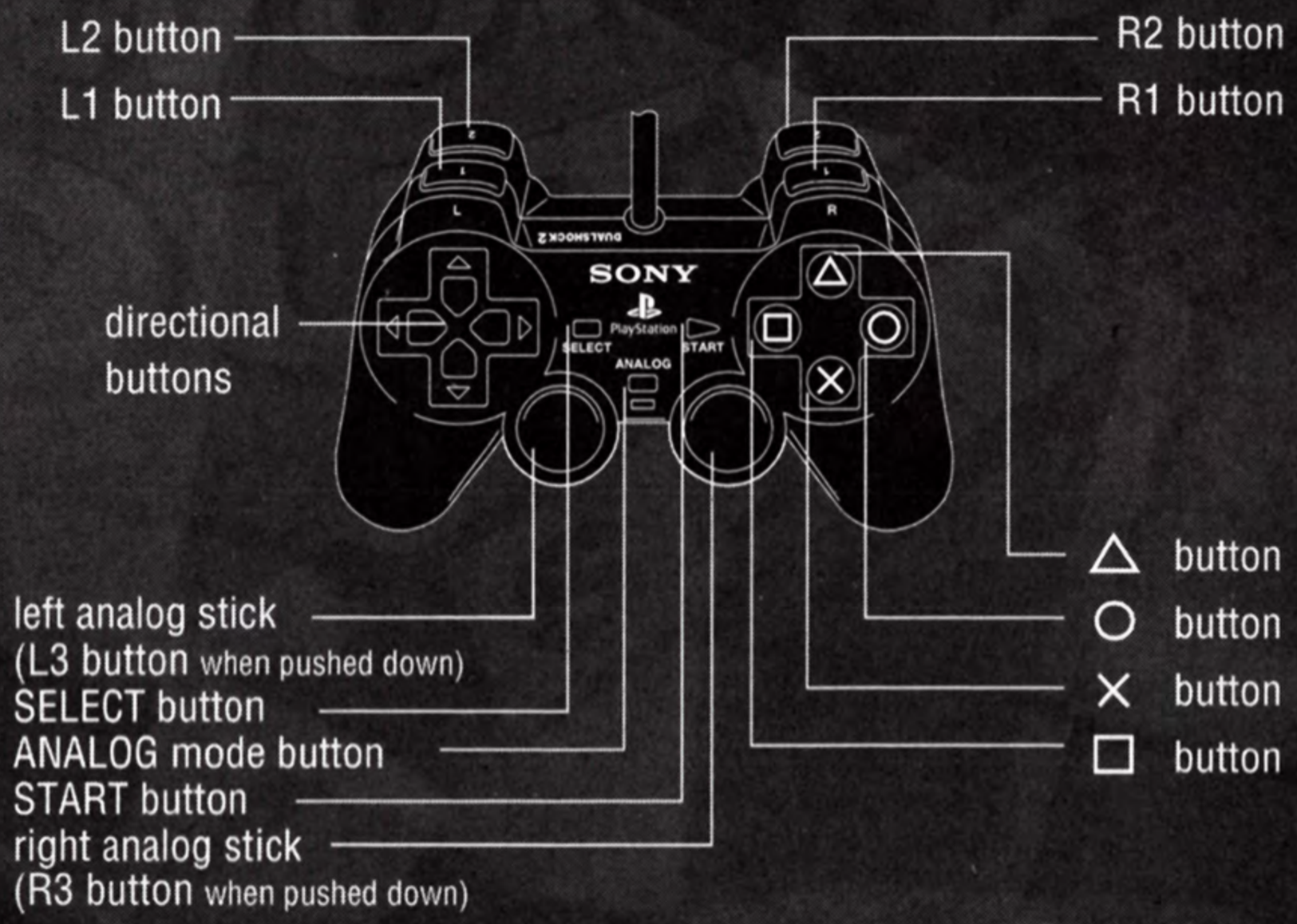
Getting Started



Set up your PlayStation®2 computer entertainment system according to the instructions in its Instruction Manual. Make sure the MAIN POWER switch (located on the back of the console) is turned on. Press the RESET button. When the power indicator lights up, press the open button and the disc tray will open. Place the World of Outlaws Sprint Cars™ 2002 disc on the disc tray with the label side facing up. Press the open button again and the disc tray will close. Attach game controllers and other peripherals, as appropriate. Follow on-screen instructions and refer to this manual for information on using the software.

Controls

DUALSHOCK®2 CONTROLLER CONFIGURATIONS



Default Configuration

left/right directional button	**Steering**
up/down directional buttons	**Wing Adjustment**
left analog stick	**Steering**
right analog stick	**Accelerate/Brake**
⊗ button	**Accelerate**
□ button	**Brake**
△ button	**Change View**
L1 button	**Glance Back**
R1 button	**Tear-Offs**
L2 button	**Glance Left**
R2 button	**Glance Right**
START button	**Pause Menu**

Menu Controls

Directional buttons	**Move Highlight**
left analog stick	**Move Highlight**
⊗ button	**Accept**
○ button	**Information**
△ button	**Back**

Note: L2 and R2 buttons only function in 1st person view.

The Pennzoil® World of Outlaws™

Welcome to "The Greatest Show on Dirt", the Pennzoil® World of Outlaws™ Series. The 2002 season marks a quarter century for the World of Outlaws™, which has grown into both the most popular and most lucrative form of dirt track motor sport in the United States.

In 2001 the Pennzoil® World of Outlaws™ Series featured 65 events over 104 dates at 41 tracks in 25 states and more than $10 million in purses, contingencies, and point fund awards.

The success and popularity of the Pennzoil® World of Outlaws™ Series is due, in part, to the high-speed, lightweight nature of the 410 cubic inch displacement winged sprint car itself, which travels at up to 170 miles per hour – by far the fastest car on dirt. With 800 horsepower contained within a mere 1200 pounds, the power-to-weight ratio of a World of Outlaws™ sprint car is comparable to that of a Formula One car.

World of Outlaws Sprint Cars 2002 for the PlayStation 2 takes these cars off the track and on to your console. Now you can experience the speed and excitement of the World of Outlaws™. The cars you will drive are unlike any other racing car. You will need every driving skill you can muster to handle a sprint car. For those of you new to sprint cars and racing on dirt, World of Outlaws Sprint Cars 2002 has three different skills levels to aid in building your driving ability.

How to drive a Sprint Car

Racing on a dirt track is nothing like racing on a paved surface. The first time you enter a corner, you notice that a sprint car wants to spin out. It's up to you to control the spin and slide in the corners, making your sprint car the fastest on the track. You control your car by turning into the slide and letting off the gas and/or applying the brake. Once you start to control the slide, reapply the gas slowly to maintain speed. Floor it once you enter the straightaway. Start off in Easy mode, and work your way up to Outlaws difficulty. As with any thing else in life, practice, practice, and practice.

Wing Movement

The vehicles in World of Outlaws Sprint Cars 2002 have large top wings mounted on them that can be moved and tilted to alter the aerodynamic properties of the car. World of Outlaws™ drivers have a hydraulic lever in the cockpit of the car that allows them to move the wing forward or back while racing. In World of Outlaws Sprint Cars 2002, this is simulated by use of the "wing adjustment" controls.

Moving the wing back increases the angle of the wing, giving more downward force to the car and pushing the car towards the ground. This helps the handling of your car but slows your car down. Moving the wing forward has the opposite effect. Due to wind resistance, you may notice it's more difficult to move the wing forward than backward when you're traveling at race speed. If your car setup isn't quite right, try moving the wing to change the handling of your car. It could make all the difference in your race.

Tear-Offs

When racing on a dirt track in an open-cockpit vehicle, you're going to get some mud in your face. Before a race, World of Outlaws™ drivers cover the visors of their helmets with strips of clear plastic that can be removed one at a time, clearing their view of the track ahead. These plastic strips are called tear-offs. In World of Outlaws Sprint Cars 2002, this is simulated by the use of the "tear-off" control. Each time the "tear-off" button is pressed, the outermost strip of plastic on your visor will be removed, and your view will be cleared for the time being.

It's important to use tear-offs carefully. If you run out before the race is over there is no way to clear your vision. You won't be able to see the finish line or any other cars.

Gears

There is no gear shifting in World of Outlaws Sprint Cars 2002. The cars raced in the World of Outlaws™ have no gearbox. Instead, they use an in/out direct drive with a quick-change rear end. What this means is, you must set the drive ratio (effectively the "gear") of the car before heading onto the track. See the section on Car Tuning for more information on setting the drive ratio of your car.

Quick Start Guide

The quickest way to get into the action in World of Outlaws Sprint Cars 2002 is to jump into a Single Race as one of the Pennzoil® World of Outlaws™ drivers.

After the introduction has played, select Arcade Mode at the Main Menu, and select Single Race from the Mode Select Screen. Then choose your level of difficulty for the race. This affects both the ability level of the cars you'll race against and the handling of your own car. Start with Easy, unless you're already quite good at racing games, then try Medium difficulty. Outlaw difficulty might best be left until you've had a chance to get some practice.

Next, choose your favorite World of Outlaws™ driver, and press the ⊗ button to select. Then select the track on which you want to race and the length of the event. If you want to get straight to the race, press the ⊗ button on both of those screens. You'll be fine with the default choices. In the track selection screen you can select Race Length, meaning the number of laps you race; the Race Format, indicating if you want to do a qualifying stage and then head right to final A Main race; or do a practice stage, qualifying stage, heat races, and main races of a full race event.

If you have selected Brief, you then choose the Time of Day. The six settings represent 6 stages and races of an event, 1 being the qualifying stage and 6 being the final A Main race. The setting also affects track conditions and time of day, 1 being the tackiest and earliest part of day and 6 is the driest with races under the lights. The brief format takes up 2 stages of the 6-stage event.

Once you have made your race selections, you'll then be taken to the Race Format Screen. Here you have the option to Race the current race stage, tune your car, Skip the current race or Retire from the event.

Good luck!

Goals

There are many different goals in World of Outlaws Sprint Cars 2002, depending on the mode of play upon which you've decided.

In Arcade Mode, you can finish at the top of the Championship points table, win a Single Race, or set track records in Time Trial to get your name listed in the Hall of Fame. By doing so, you can unlock extra tracks to race on or extra drivers and their cars.

In Career Mode, you gain new cars and new tracks to race on by winning races that increase your earnings and attract sponsors. There are trophies for winning a track championship or a series. You can fill up that empty cabinet in your office in no time. All trophies are available each year, so if you miss out once, there's always next year. There are also places in the Hall of Fame for those who have won the most money in a single year or across their whole career. There are also records for those holding the record lap time for each track.

The ultimate goal of career mode is to beat the World of Outlaws™ drivers and claim the Pennzoil® World of Outlaws™ Series Championship crown.

Main Menu

Once the introductory movies are complete you'll find yourself at the Main Menu. Here you can choose to enter Arcade Mode, Career Mode, the Hall of Fame, or set your Options.

In Arcade Mode, you can choose which of the World of Outlaws™ drivers you want to play as and get right behind the wheel of their car. As one of the World of Outlaws™ drivers, you can head straight out to the track for a Single Race or a Time Trial session, or enter the full World of Outlaws™ Championship season. Two players may enter a Single Race or a Championship season in Arcade Mode.

If you're looking for a more in-depth experience, enter Career Mode, and work your way up through the ranks to beat the World of Outlaws™ drivers. You start out with a small amount of money to buy your first sprint car. Then you compete in local races, earning the money and sponsors that will allow you to travel to more races. With your winnings you can buy the racing equipment you'll need to compete in the Pennzoil® World of Outlaws™ Series, the "Greatest Show on Dirt".

The Hall of Fame is where the track and career records are kept, along with driver movies and track animations plus other movies and animations you've unlocked while playing World of Outlaws Sprint Cars 2002. You'll also find the Credits for everyone who has worked hard on this game.

The Options menu is where the Race Options, Screen Options, Controller options, Sound Options, and Load/Save options are found.

Arcade Mode

Championship

Entering the Championship allows you to step into the shoes of the World of Outlaws™ driver of your choice and take part in the Pennzoil® World of Outlaws™ Series, the "Greatest Show on Dirt".

You'll go through the roster of events, earning points based on your finishing position and trying to finish the season at the top of the Championship table. This is the same series that appears in Career Mode, but you've got the distinct advantage of having the resources of a full fledged World of Outlaws™ sprint car racing team at your disposal. It's easier than having to work your way up from scratch.

Your vehicle will be repaired completely before each event and is fully upgraded. You're part of a professional racing team, with all the resources that go along with that. The financial aspects present in Career Mode need not concern you here. They're all taken care of for you, so you can focus on winning races!

You can enter the Championship with a friend and work your way through the season together, jostling for position on the Championship points table. Beating the World of Outlaws™ drivers to the Championship title won't be easy, so there's sure to be a good reward should you manage to make the grade.

Single Race

Start by picking the difficulty level: Easy, Medium, or for full realism, the Outlaw difficulty setting. Then pick the World of Outlaws™ driver of your choice, and race against the other World of Outlaws™ drivers on any of the tracks that are available to you.

In a Single Race, you can set the overall length of the race and choose whether you want to go through a Full format race day. You may also go straight to the evening's feature event in the Brief format. You have the option of challenging a friend to a Single Race, with all the same options.

Time Trial

A Time Trial is you against the clock, racing to beat your own lap records and those set by others. You can choose a difficulty setting, a driver, a track, track condition and a car setup, just like in a Single Race. However, there are no opponents or checkered flags – just the stopwatch.

As well as being a good place to learn the tracks and the basics of driving a sprint car, Time Trials are a great way to focus on shaving off those hundredths of a second between you and the record.

Driver Collector Cards

When selecting your driver or track, be sure and press the ◎ button on the DUALSHOCK 2 analog controller controller for more information to help you make your decision. Each of the drivers will tell you a little bit about themselves, their career, and their driving style. You can learn something about the personalities that make the Pennzoil® World of Outlaws™ Series.

Damage in Arcade Mode

In Arcade Mode, it is possible to damage your car while racing, if damage is set to On in the Race options screen. Since there is no money involved in Arcade Mode, you are not required to repair your car in the same way as you do in Career Mode.

Instead, as a member of a World of Outlaws racing team, you have access to enough money and resources to repair whatever damage is done to your car in the time provided.

At the end of an event in Championship Mode, you'll find your car fully repaired and ready to go for the next race. Between race stages, anything that can be replaced is replaced. The parts that can be only partially repaired in the time between race stages are repaired as much as possible.

In a heat race, you can replace such things as damaged wheels. If you've badly damaged your chassis, you'll have to make do with only a quick and partial repair to get you across the line in the next race stage. Even with the full resources of a professional race team, you'll still have to keep your car in one piece to have a chance at winning the A Main.

Career Mode

If you want to experience the deepest, most realistic game play that World of Outlaws Sprint Cars 2002 has to offer, then Career Mode is it.

Register your name in the locker room, go to the hauler, and purchase your first sprint car. Head to the office to sign up for races, and then head out to the track.

Don't expect to be up there with the World of Outlaws™ drivers right away. You'll start with just enough money ($12,000) for a basic sprint car, and you'll only be able to afford to race at tracks that are close to home. You can tag onto the World of Outlaws™ events as they come through your area, but you may be better off sticking to a local series and winning some money and sponsorships for better equipment before you subject yourself to the toughest competition there is.

It may be tough at first but stick with it. Once you win some races, you'll start moving up. As you get more recognition, sponsors will offer you deals, and you'll be able to afford to repair and upgrade your car and travel to more races. Once you've got the means, you'll be able to attend all the events in the World of Outlaws™ Series and take a shot at winning that title.

Series

A series is a collection of events held each year. There are four different series available in World of Outlaws Sprint Cars 2002. You can enter events in any series at any time. Select the events that you want to enter in the Diary, which is in your Office. When you go to race in Career Mode, you'll head to the next event that you've checked off in your Diary.

Depending on how many tracks you're able to travel to, there will be a varying number of events available to you each week. If there aren't any races you can enter on a given week, or none that you want to enter, skip that page of the diary and move to the next race week that you're eligible for. You can race as little, or as much as you like in a year. Remember that sponsors like visibility. The more races you attend and the better you finish in each race, the more generous their offers are likely to be.

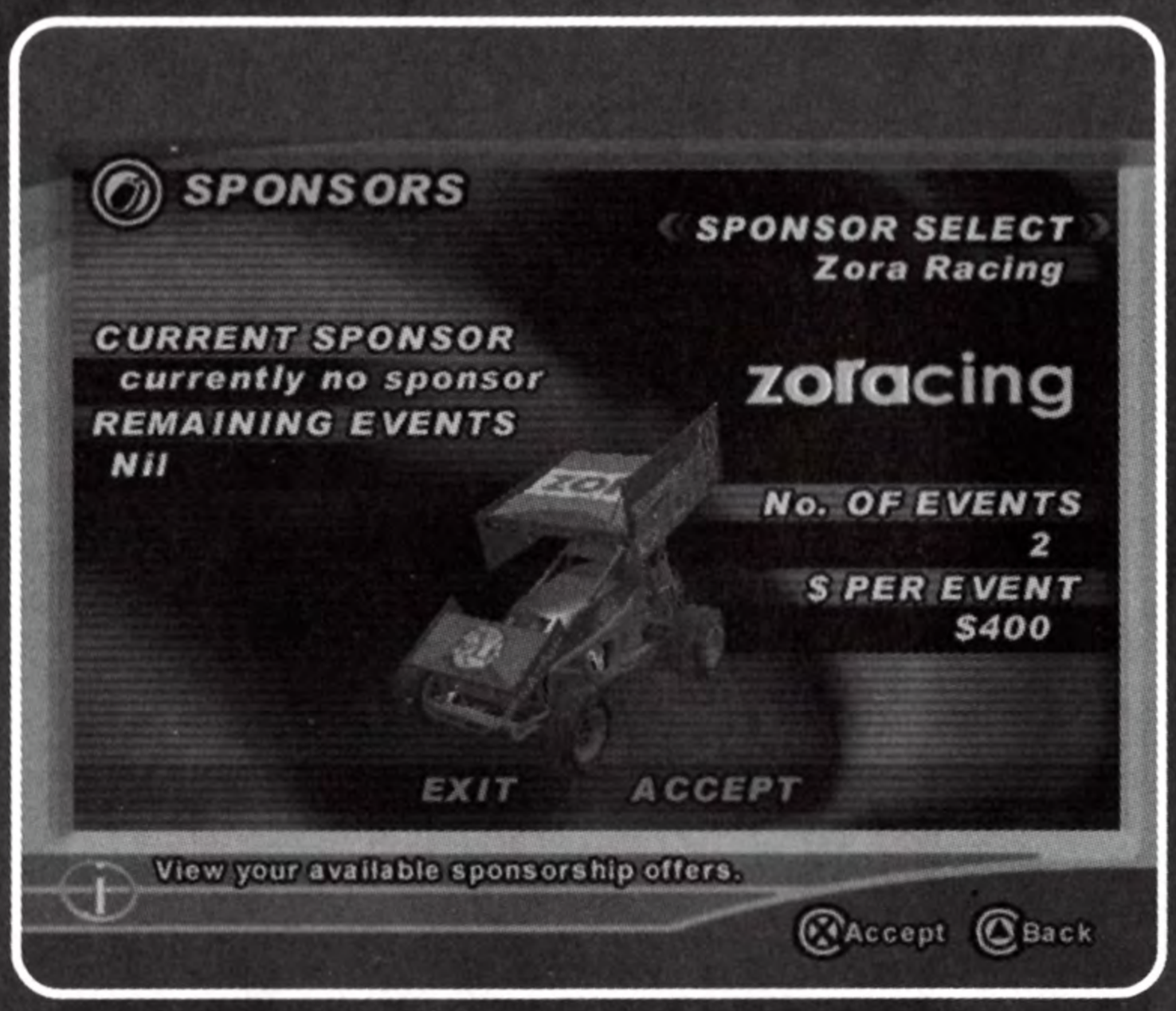
If there's more than one event that you're able to enter on a given week, choose carefully, you'll only be able to race in one. Compare the amount of prize money offered to the difficulty of the race. You may be better off getting a larger share of a smaller purse, rather than entering a big-money race with competition that will be to tough for you.

Also, consider the series the event is in. The prize money for winning a series outright is greater than for an individual event. If you enter as many events in a year as you can in one series, you'll have a shot at winning the series championship and the big money at the end of the year. If you enter the big money race events from week to week, you may find you haven't raced in any one series long enough to have the points required to win the championship crown and prize money. Check the Points Table in the Diary to see where you stand in the Series Championships when deciding which race to enter.

It's not a good idea to spend all of your money on upgrades as soon as you get it. Save a little cash for repairs, just in case. The fastest car in the world is no good to you if you can't afford to fix it.

Sponsorship

Sponsors are companies that will offer you money to fund your racing career, in exchange for you wearing their logo on your car when you race. Accepting the right offer is a big part of succeeding in the World of Outlaws Sprint Cars 2002 Career Mode. Check your sponsor offers regularly on the Computer, which can be found in the Office.



The kind of sponsor offer you get depends on both the type of race you're entering and how successful you are in them. A more difficult race in one of the bigger, higher profile series will attract better sponsors than a local event, but finishing first in a smaller race will look more impressive to a sponsor than coming dead last in the biggest event of the year. This is something you'll have to think about when deciding which races to enter. If you start to lose regularly, or don't enter races for a while, the sponsors will start to lose interest in you. You'll have to work harder to prove to them that you've still got what it takes.

Often you'll find that you have more than one sponsor offer, and you'll have to decide which one to take. Some sponsors offer a large amount of money and ask for a lengthy commitment. Other sponsors offer smaller amounts, but are willing to take you on for a shorter time frame. Give the choice of sponsor some thought, as you won't be able to change sponsor until the contract you've accepted has run out.

You may have committed to a long-term sponsorship deal, and when you win a few big races, you get offered something far better that you can't accept. If you wreck your car, that long-running sponsor deal could really help you get back into the season and become competitive again. It's a gamble. You have to weigh the potential for bigger short-term earnings against the insurance against disaster. It's up to you.

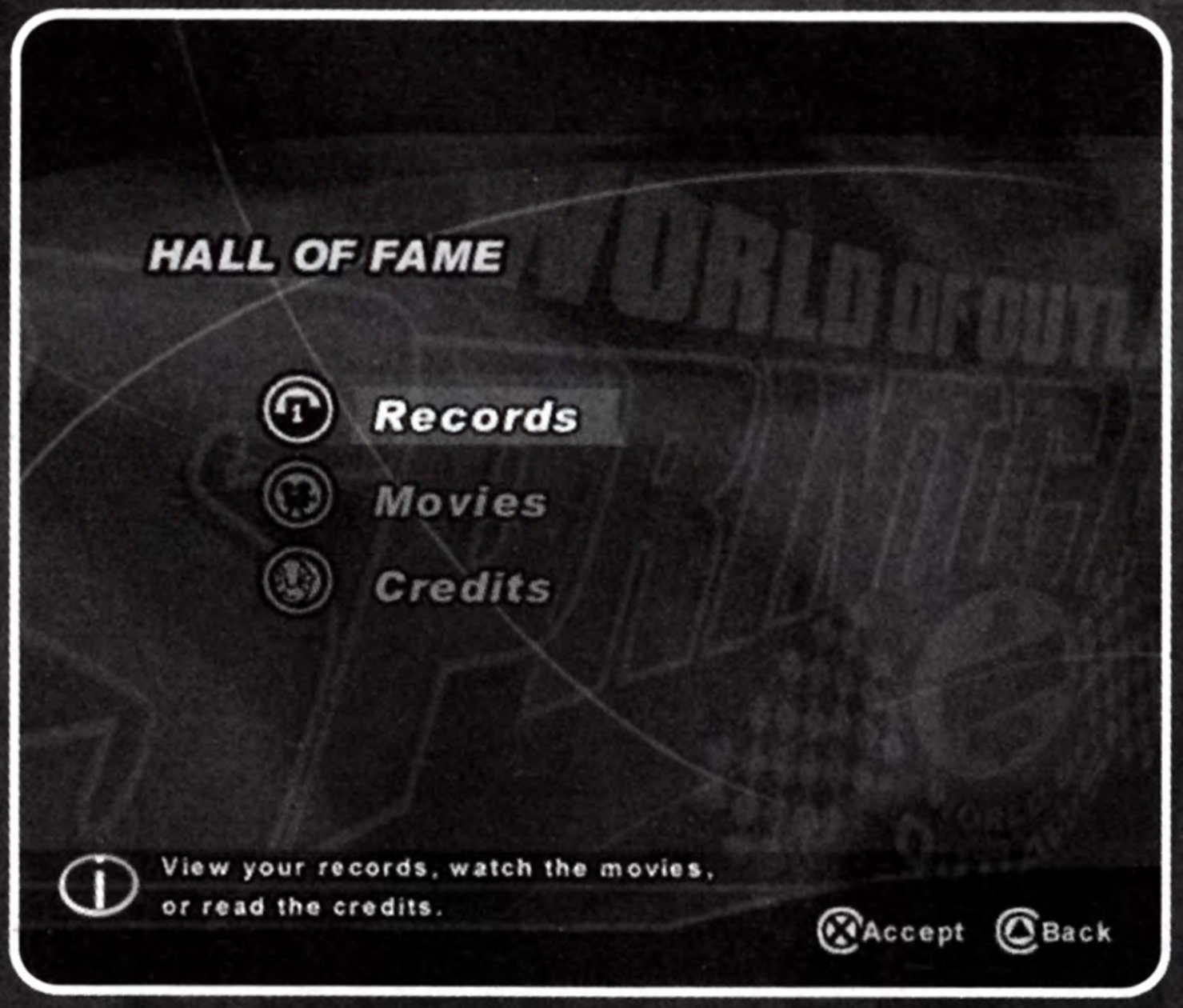
The Hall of Fame

The Hall of Fame is the place to see how your performance in the game really stands up. You may also view the movies you've unlocked while playing World of Outlaws Sprint Cars 2002.

The Records section of the Hall of Fame is where you can see the fastest lap times on each of the tracks available in the game and the best performances achieved in Career Mode in terms of prize money earned in a single season or across an entire racing career.

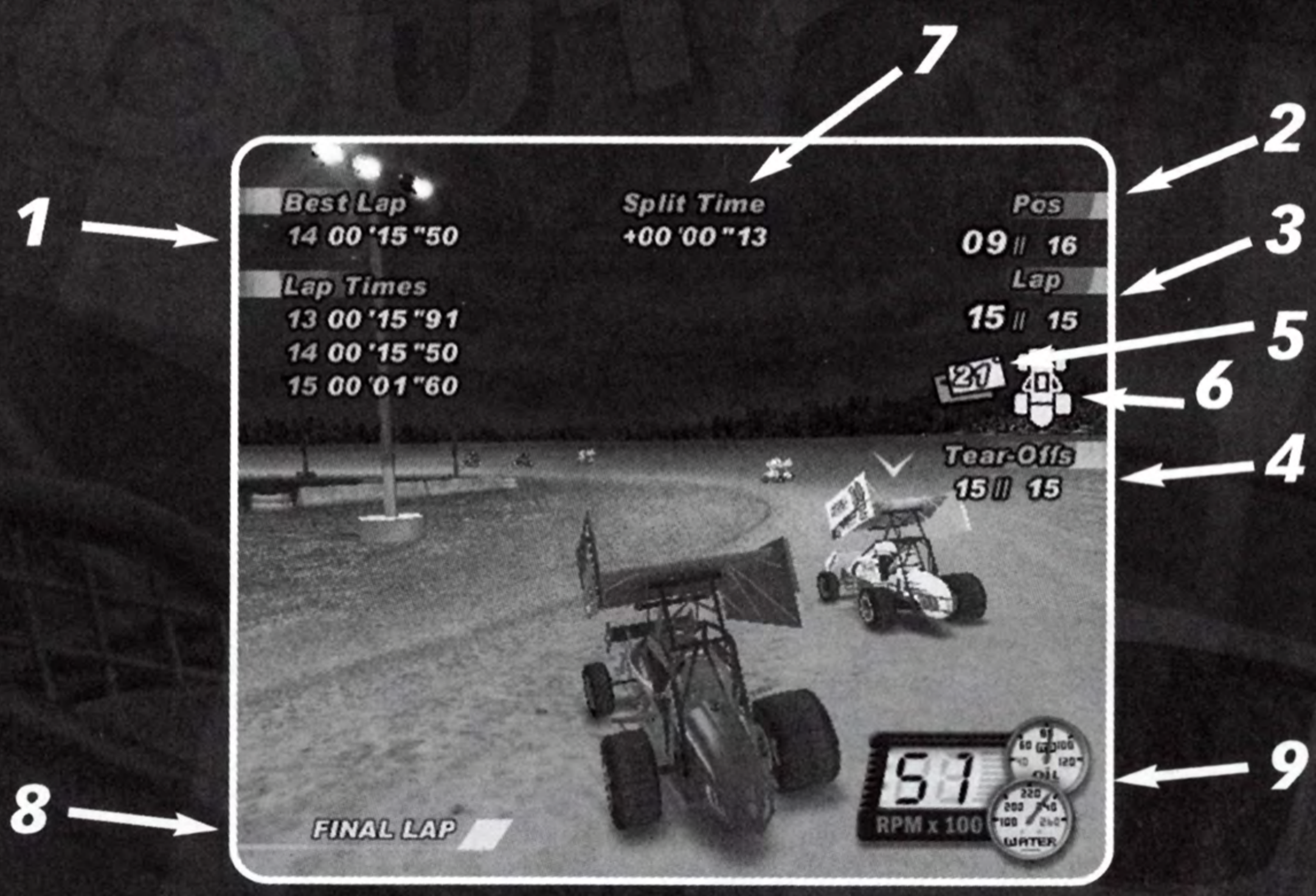
Visit the Movies menu to view any of the available movies, all brought together in the one place. More of these will become available as you progress through the game, so check back often.

You can also take a look at who was responsible for developing World of Outlaws Sprint Cars 2002 in the Credits.



Race Screen

There are instruments, timers, and indicators positioned on the screen while you are racing that give you important information about the race in progress. Once you become used to the game, you may wish to turn some of these off – you can do so in the Options Menu.



1 – Lap Times

View your last 3 lap times and the best lap time of the race here.

2 – Position Indicator

See your current position and the total number of competitors in the race.

3 – Lap Indicator

This displays the current lap number and the total number of laps in the event.

4 – Tear-Offs Indicator

This shows you the number of tear-offs you have remaining from your initial total. As the remaining number gets low it starts to turn red to warn you that it is close to running out.

5 – Wing Pitch Indicator

Check the current angle of your top wing, which you can adjust while racing.

6 – Damage Indicator

The top-down illustration of your sprint car shows you how much damage has been done to your wheels, chassis, engine, and rear end.

7 – Split Time Indicator

Once you cross the start/finish line this indicates how far behind you are from the next race position in front of you. If you have the lead, it measures how far back the second place car is.

8 – Flags

The various flags used to indicate the current status of the race will appear here. See the Race Rules to find out more.

9 – Instruments

Here you can see a digital tachometer, which displays how many hundreds of revolutions per minute your engine is running at. The background color of the tachometer will change as your revs climb higher – don't stray too far into the red, or you'll risk over-revving and potentially damaging your engine.

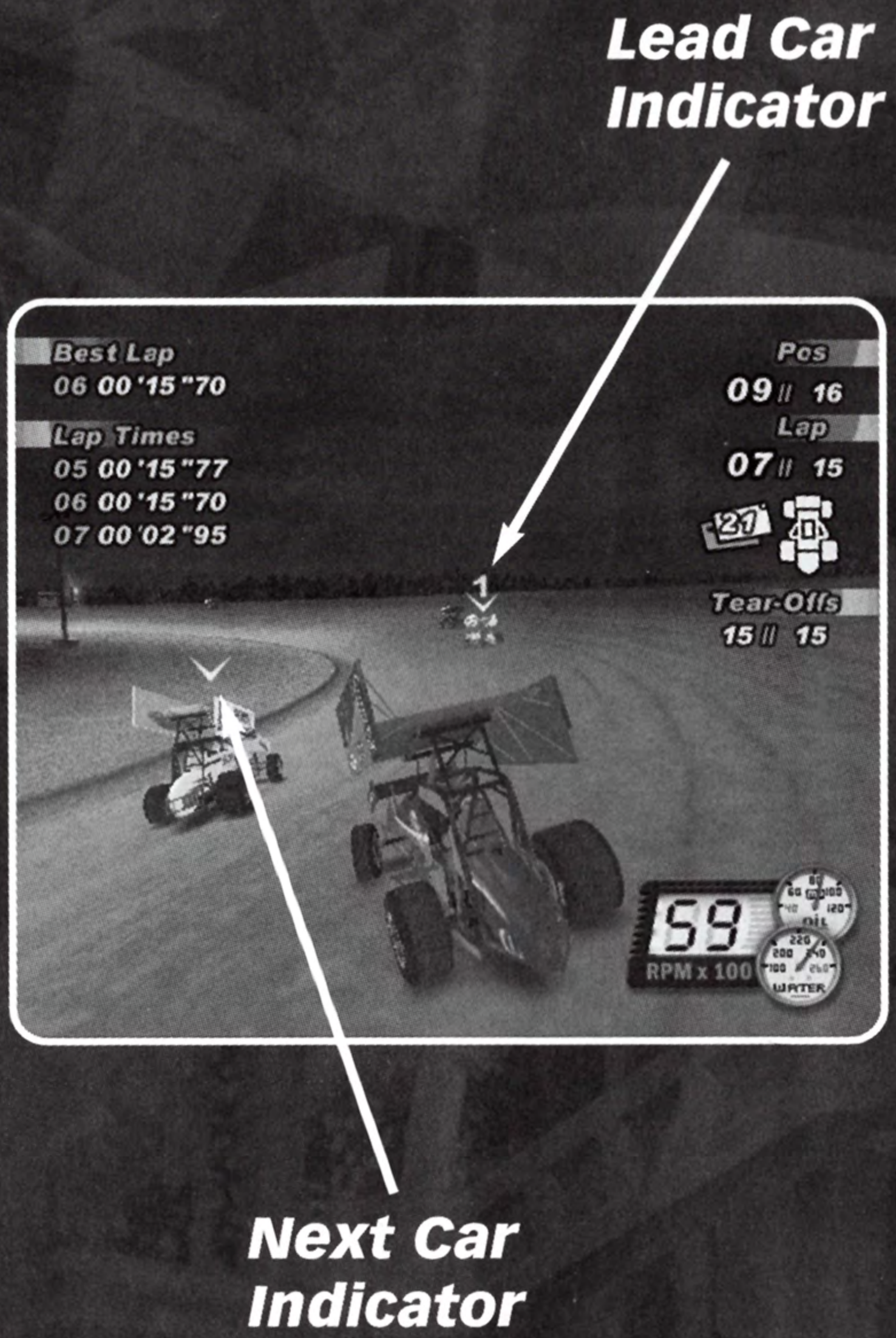
The level at which your engine revs is largely determined by the drive ratio of your car. For details on adjusting this, see the section on Car Tuning.

Next Car Indicator

The "next car" indicator points out the car that is immediately in front of you in terms of race position. This is the car you should be looking to overtake. Sprint cars race on short tracks. If you're racing well, you'll often find the car in front of you is one you've already lapped. Look for this indicator to see whom you should be setting your sights on.

Lead Car Indicator

The "lead car" indicator (there is a "1" above the indicator) shows the car that is currently in first position in the race.



Race Rules

Race Format

World of Outlaws™ races follow a distinctive race format which is different from that used in other forms of racing. World of Outlaws™ races take place across a number of stages that start in the late afternoon and finish in the late evening. You'll notice that as you go through practice and qualifying and into the later stages of an event, the track dries out as more and more laps are run. The sky will darken, and the lights come on through the race event.

There's a lot of racing that goes on before the cars line up for the A Main event. What goes on before the green flag waves on the A Main is just as important as what happens after. You'll need to race hard all night, if you want to put yourself in a position to win the feature.

Practice

The first stage of the race format is a free practice. Here you can feel your way around the track and see how well your car setup is suited to the current racing conditions.

Qualifying

In the qualifying session, each car gets a warm-up lap to get up to race speed and two timed laps to set a fast time. Your qualifying position determines the heat into which you'll be placed and your position on the heat race grid. There's a cash prize for the fastest qualifying time of the evening.

Heats

There are two heat races of twelve cars each. Finish in the top six in your heat and you've qualified for the evening's A Main. If you finish seventh or below, you then have to battle it out in the B Main for an opportunity to get back into the A Main.

Trophy Dashes

The top six cars from each heat qualify automatically for the A Main, but first go to the trophy dash. The trophy dash is a short, twelve-car race, in which you attempt to improve your starting position for the A Main. The trophy dash offers no prize money, but is an excellent opportunity to aid you with a chance to win the feature race.

The B Main

The B Main is a twelve-car race for those who didn't qualify for the A Main race. Cars are placed on the grid based on their qualifying times, rather than their finishing positions in the heats. There is prize money to be won in the B Main for those who finish fifth or below, but that's the end of their night. The top four finishers get no prize money, but line up on the A Main grid, where they get another shot at racing for the real money.

The A Main

The big event of the night is set up with the twelve cars from the trophy dash and the four best finishers from the B Main. The first six starting positions are the top six positions in the trophy dash. The remaining six cars from the dash and the top four from the B Main fill out the rest of the A Main grid, based on qualifying times. This is what it all boils down to, so you'd better race hard from flag-stand to flag-stand – there's no second chance.

Flags

Green Flag

The green flag indicates that racing conditions are normal, and you may overtake other cars. It is shown at the start of the race and at a restart, to indicate the race is on.

White Flag

At the start of your last lap, the white flag is shown to indicate that you only have one lap remaining before the end of the race. The white flag is also shown when one of your opponents wins the race, indicating that you may only complete your current lap, even if it wouldn't have been your final one. This happens when you are one or more laps down from the leader.

Yellow Flag

When a car has been damaged to the point where it cannot continue the race and is positioned so as to be hazardous to the cars still in the race, a yellow flag is called. The yellow flag will also be shown if a car stalls and needs to be restarted.

The screen will fade to black, and the race will restart again at the start finish line with the wreckage cleared away. For the restart, cars remain in the positions they were in when the yellow flag was called. For instance, if there was a lapped car between you and the car in the position in front of you when the yellow flag was called, it will still be there when you restart. You'll still have to overtake him, just like the car in front of you did.

Black Flag (Illegal Lap)

If you stray off the racing surface for too long, trying to cut a corner, you can expect to be shown the black flag. A lap only counts as complete if you've followed the track all the way around. If you continue on under the black flag, your current lap will not count towards the total number of laps completed. If you do get shown the black flag, the best thing to do is to head back to where you left the track as quickly as possible, and rejoin the race at or before that point.

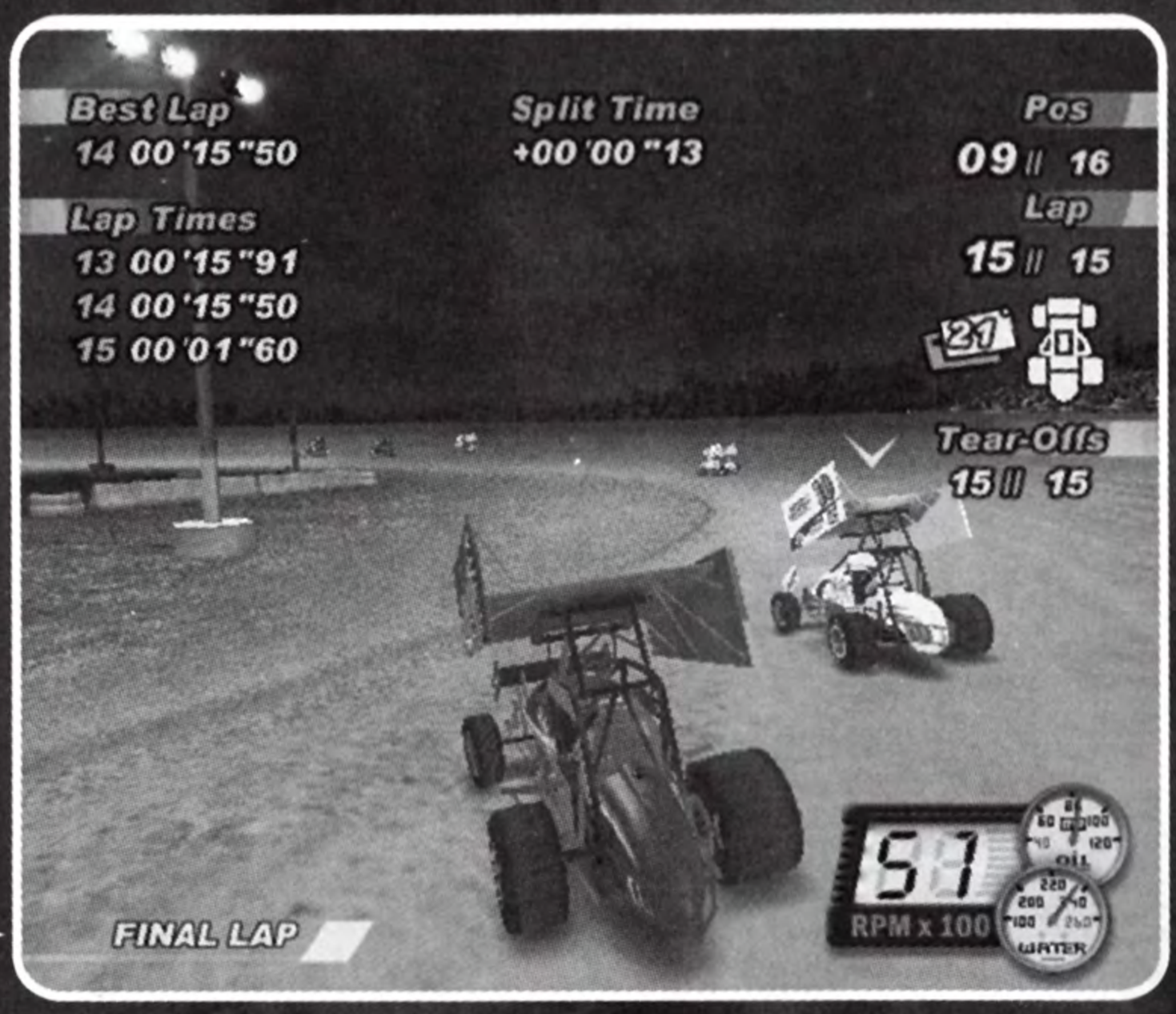
You will also be shown a black flag for an illegal lap if you head in the wrong direction around the track. If you turn around and follow the track correctly, the black flag will be removed when you return to the point at which you started traveling in the wrong direction.

Black Flag (Car Wrecked)

You will be shown the black flag and your car will be disqualified when you are unable to continue due to having sustained too much damage from colliding with other cars or objects around the track.

Checkered Flag

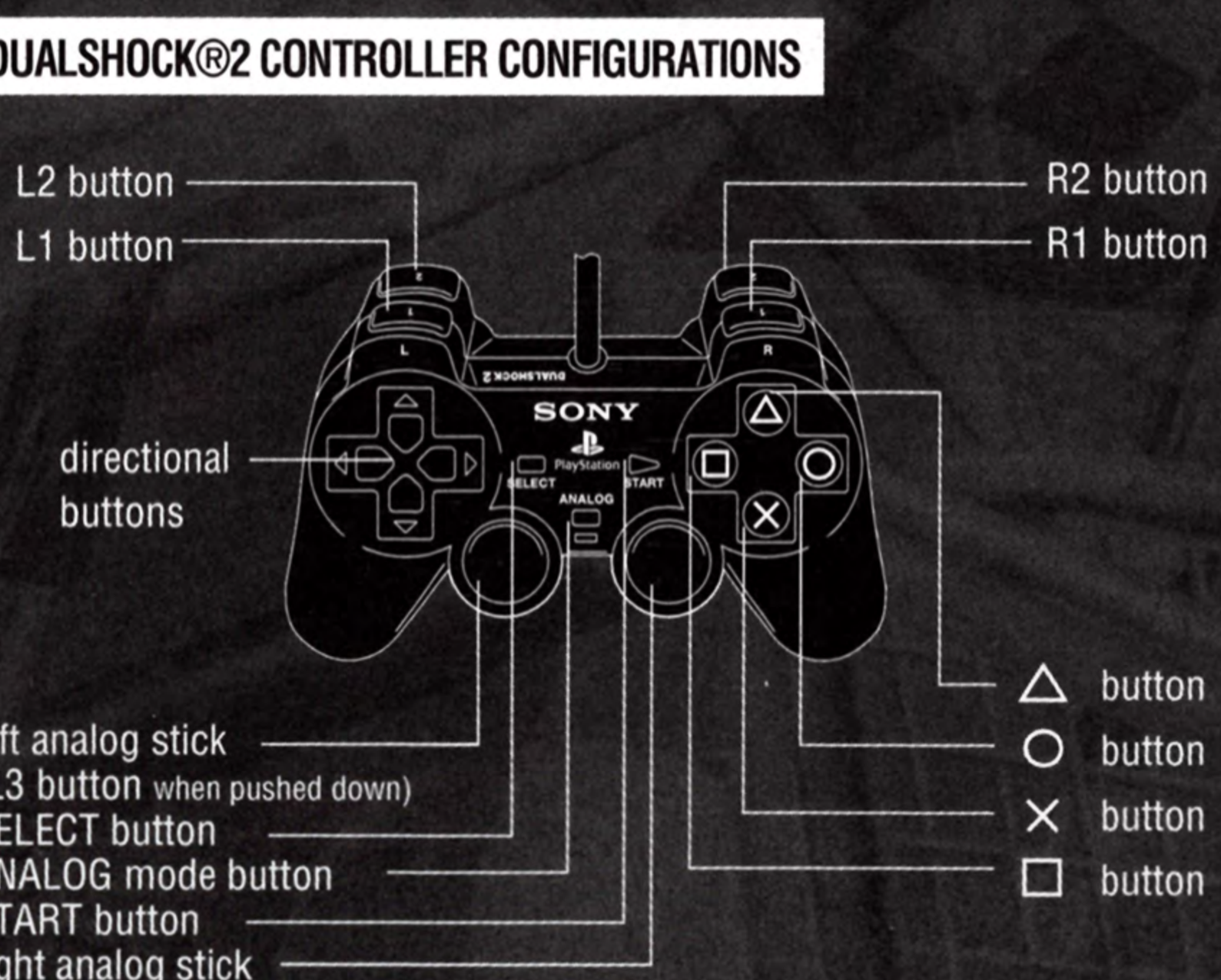
The checkered flag is shown at the end of the final lap of the race, to signify that the race is over.



The Flag Indicator

Replays

When the race is complete and the end of race menu appears, you can choose to Restart the race (if appropriate), Continue to the next stage, go back to the interface, or view a Replay of the race that has just been completed.



Replay Controls

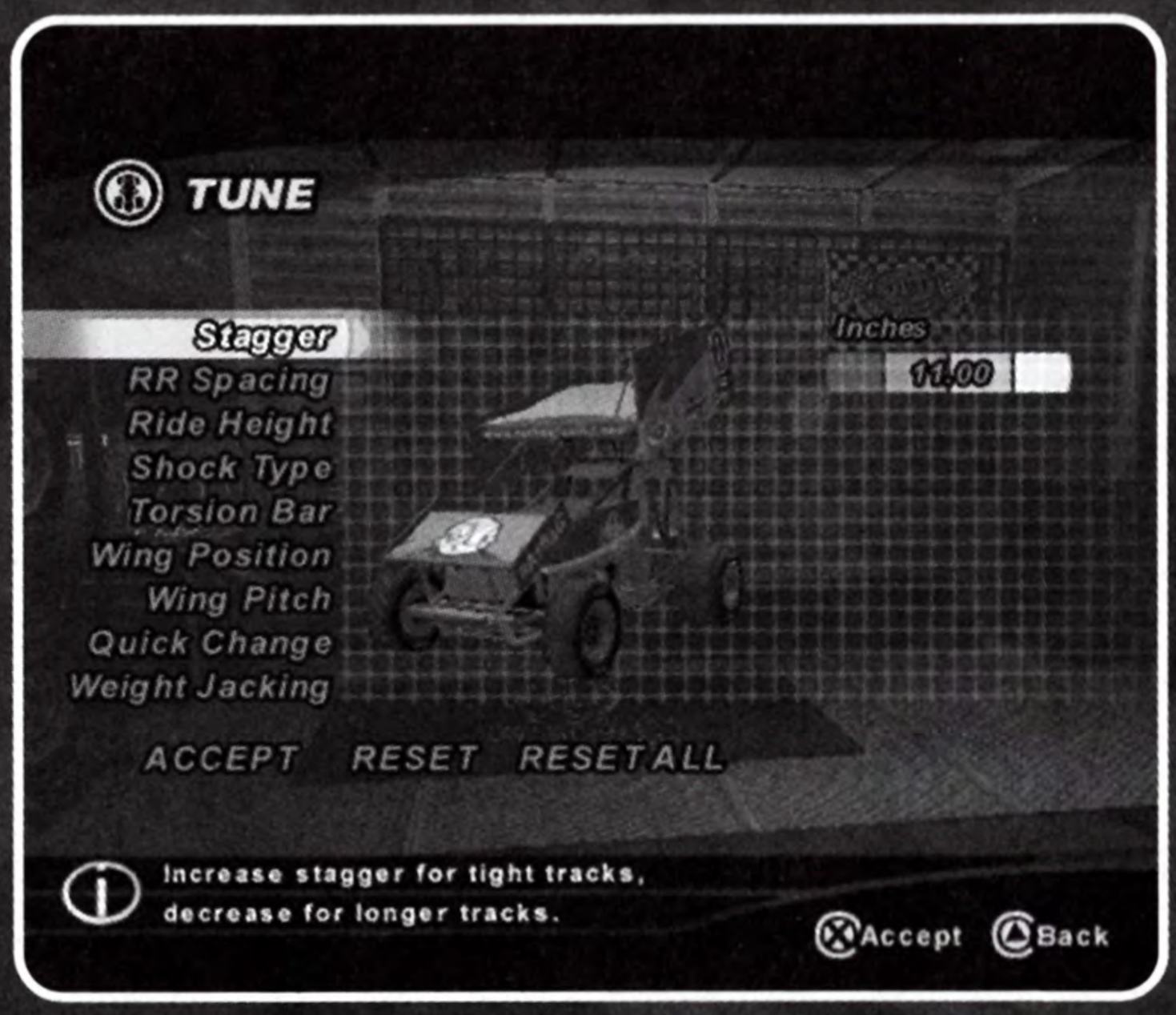
R2 button	**Controller help**
□ button	**Information On/Off**
○ button	**Change Car**
△ button	**Change Camera**
× button	**Toggle Play/Pause Mode**
START button	**Pause Menu**

A replay can be in either pause mode or in play mode. You toggle between the two modes by pressing the × button.

Car Tuning

In World of Outlaws Sprint Cars 2002, there are a number of ways in which you can tune the setup of your car to change its handling and performance. Mastering this aspect of the game will give you the edge when you're out on the track. A couple of terms you should keep in mind, tight and loose. Tight is when you try to turn the car but the front of car just wants to head towards the wall. Loose is when the rear of car wants to slide higher and further than you want it too.

A list of the available tuning options and their effects follows.



Stagger

You'll notice that the right rear wheel of a sprint car is larger than the left rear wheel, to give it a tendency to turn to the left. Stagger is the difference in circumference between the two rear tires of the sprint car.

The amount of stagger used varies, depending on track size and conditions. On a shorter track, stagger can be as much as 19-21", down to about 11" on the longest tracks. If you are loose try to decrease the stagger, but in so doing you are going to lose grip.

RR Spacing

RR spacing is the amount that the right rear wheel is spaced out from the chassis of the sprint car.

The most commonly used amount of spacing is 9_" (from the frame rail to the inside side-wall of the tire), but can be varied in _" amounts in either direction. RR spacing is generally based on track conditions – a tackier track early in the race event requires a larger amount of spacing than a drier one.

Ride Height

Ride height is adjusted for the front and rear axles individually. The front end is usually a bit higher than the rear.

On a slick track, you should set your ride height a bit higher, to get the car to transfer weight to the right rear. Tacky or rough tracks require a lower ride height to keep the car from bouncing or upsetting its balance.

Shock Type

You can choose the type of shocks that are used on each wheel of your sprint car. Sprint cars use compressed gas shocks, without bypass valves. Each individual shock has its own adjustable compression and rebound rates.

The basic types of shock used are:

0: easy-up (hard compression, soft rebound)
1: standard (compression and rebound are even)
2: tie-down (soft compression, hard rebound)

The left rear wheel is almost invariably set up with tie-down shocks, so that the car squats down into the corner but springs back up far more gradually. Both front wheels are sometimes set up with tie-down shocks, depending on the rest of the car setup. The right rear wheel normally has a standard shock setup.

Torsion Bar

Torsion bars provide tension for each wheel of the sprint car. The number displayed refers to the size of the torsion bar used: the smaller the number, the smaller the torsion bar.

Smaller torsion bars react quickly, but don't provide much resistance, whereas larger torsion bars are stiffer and offer more resistance, but are slower to react. You'll have to experiment to find the combination of torsion bars that best suits your driving style.

Wing Position

The starting position of the wing may be set anywhere. It is generally set about a third of the way back from the front of its range of travel.

The most likely scenario is that the wing will need to be moved back during the race (to provide more down force, as the track dries out, and as fuel is consumed), but most drivers still like to leave some room to move the wing forward if it is needed (in the case that the car is setup a little too "tight").

Wing Pitch

Wing pitch is measured when the car is stationary and is the angle that the lower left hand edge of the wing makes with a horizontal plane. The steeper the wing pitch, the more down force is provided to the rear wheels of the sprint car.

While racing, you can move the position of the wing forward or back, which also changes the wing pitch within a range of about 6 degrees. For example, if you are using the typical setup of positioning the wing a third of the way back, at 18 degrees, the wing can be moved between 16 and 22 degrees.

Quick Change

The "quick change" is housed on the differential and contains two gears that determine the drive ratio of the vehicle. The drive ratio depends on the ratio between the numbers of teeth the gears have. This can be changed very quickly and may be adjusted between the different stages of a race event. Drive ratio is adjusted between 4.97 and 6.04. The shorter the track being raced on, the higher the value of the ratio should be set.

Weight Jacking

Weight may be balanced between both the front and back, as well as the left and right of the car. Weight is jacked into the car by pre-loading the torsion bars on each corner of the car.

On a slick track you generally want to move more weight to the left side and front of the car, so it rolls over towards the right rear when cornering. Conversely, on a tacky track you want to keep the weight over the right rear so that the car stays tilted as it rolls through the corner.

Saving and Loading Car Setups

In Career Mode, your car setup for each time of day at each track is saved within your driver profile. When a change is accepted, the car setup for that time of day is updated and will remain when you later return to it.

Note that setups are specific to the individual stage of a race rather than to tracks as a whole. The best setup for qualifying, when you're the only one racing and the track is still quite wet will not always be the best setup for an A Main, on a drier track with a full field of cars on it.

If you want to use the same setup you have just used in the previous race stage, select Use Previous. You can then either use exactly the same setup as before, or make changes appropriate to the changing track conditions; it's up to you.

You don't have to worry about choosing to save or load a car setup. The setups you've used in the past will remain until they are changed or reset. You can select Reset to return the current setup to the default values, or Reset All to return all of the setups for that driver to their default values.

Note that the Reset All function will reset all the setups for all tracks. You will be unable to restore those that you had previously saved.

In Arcade Mode, there is only the one driver profile. Changes made to car setups persist in the same way as they do within a Career Mode driver profile and may also be reset in the same way.

The car setups for player two always reset to the default and will need to be adjusted by the player.

A complete set of car setups may also be loaded from a Career Mode driver profile. Select Load, and choose the driver profile name (or the complete set of default setups) from which to load.

Selecting Load will load setups for all tracks and times of day to replace the default setups present in Arcade Mode. These can then be adjusted further by the player or reset back to the defaults again. No changes made in Arcade Mode to setups loaded from a Career Mode profile will carry back through into the driver profile they were loaded from.

Hints and Tips

Racing Lines

• Racing on dirt is different from racing on asphalt. If you want to go fast, you'll have to find the right racing line. To get the car to go forward, you'll need to find a part of the track surface with some grip.

• You'll usually find grip where there's still a bit of moisture in the track – either around the bottom, near the inside berm, or up on the cushion at the top of the track. You should be able to go faster on either of these lines than in the middle of the track.

• The bottom line is always the shortest way around. You'll have to get good at using both feet on the pedals, as you won't be able to carry as much momentum through the corner as you would if you were running the top. This is where you've got to slow down to go fast.

The Cushion

• The best place to find grip is up on the cushion, which is the moist dirt that builds up around the outside of the track as the racing surface develops. Running the cushion can be tricky – don't go too wide or you'll end up on the marbles and into the fence. If you can find yourself a groove to run on up here you'll really be able to stand on the gas.

Vehicle Tuning

• It's hard to be competitive when the car's not setup right – tuning your vehicle is all-important. Having a good setup won't make you a better driver, but it will let you make the most of the skills that you have. Even the best driver will have problems making fast laps if their setup is no good.

• If your car is setup just right, your engine should be sitting within its most powerful rev range most of the way around the track, and you should be able to keep it pretty straight through the turns.

• If the rear end of the car seems to want to overtake the front and slides out towards the wall when cornering, your car is loose. Some people call this over-steer. If your rear tires aren't gripping, you aren't getting any power down, and you'll be entering the straightaway slower than the other guy.

• If the front of the car doesn't want to turn into the corner and you find yourself pointing at the wall, your car is tight. Some people call this under-steer. You'll have to slow down more than usual to make a tight car go around the corner, and you know that's gonna cost you.

Wing Movement

• The position and angle of the wing on the top of your sprint car has a lot to do with how the car handles. You've got a lever in your cockpit that lets you move it, even while you're racing. Use it.

• If the car's getting loose, you can slide the wing back, making a steeper angle to generate more down force. This will help you plant those rear wheels and get back some bite so you can take those turns and keep the car going forward.

• If your car's tight, slide the wing forward and lessen the down force a bit. This should loosen up the rear end and let the car turn into the corners more easily and at a higher speed.

• If you can adjust the wing to suit the constantly changing conditions of a dirt racetrack, you might just give yourself a chance to win a few races.

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